LEAVE ARRIVE

\* 4 45 am + 9.00 pm

\*11.20 am \* 3.55 pm \*11.45 am \* 7.55 am

\* 3.00 pm \*12.45 pm

5.30 pm \*11.40 am

. \* 5.30 pm \*11.40 am . \*11.30 pm \* 3.30 am

8.00 am † 6.00 pm

RAILWAY TIME-TABLES.

Vashington Streets

\*Daily. † Daily, except Sunday.

Baltimore and Washington .... \* 4.45 am \* 9.00 pm

Martinsville and Vincennes... | 8.00 am | 5.15 pm

Philadelphia and New York . \* 3.00 pm \*12.45 pm

Columbus, Ind., and Madison . † 4.30 pm 110.25 am

VANDALIA LINE. SHORTEST ROUTE
TO ST. LOUIS AND
THE WEST.

At Indianapolis Union Station.

Logansport and Chicago .....

Baltimore and Washington ...

Dayton and Columbus.

Dayton and Springfield.

Pittsburg and East ..

Logansport and Chicago.

Dayton and Xenia.

Indianapolis Union Station

## PROSPECTS BRIGHTER

Milling Industry in Indianapolis Is Showing Signs of Good Prosperity.

Many Electric Plants Being Manufactured Here-Growth of Coffee-Roasting-Successful Profit-Sharing Experiment.

Two years ago a company was formed made up largely of wholesale grocers on South Meridian, eleven of them being interested, to be known as the "Indiana Coffee Company." They leased the roasting plant of A. H. Schnull, until it became apparent how much of a success the enterprise would be. So much of a success has it been that the company finds that this plant is not of sufficient capacity, and now proposes to put up a building of its own, and put in a plant of double the capacity of the one it now operates. It has secured options on three pieces of ground, and will within a few days select the one best adapted to its business. The company has reached a point where it imports its own coffees from Brazil and Santos direct, within the last few days receiving two thousand bags. The new plant will have all modern improvements, and be the most complete in the West.

Electric-Lighting Plants. The Eagle machine-works are building a ninety-horse-power balanced piston-valve engine to run the new electric-lighting plant being put in at Tipton, Ind., which is to be one of the most complete plants in the State. Electric-lighting plants are increasing in cities and larger towns in this and adjoining States, and Indianapolis engine builders expect to furnish a large number of the engines to run such plants in the next two or three years. The newly organized lighting companies numbered 118 in 1891, making 873 in existence. These companies have in use 100,298 are lights, and about 800,000 incandescent lights, compared with 87,131 arc lights and 616,355 incandescent lights Jan. 1, 1891. The number of street-railway companies operating under contract increased lifty-nine during the year, making 204 in all, employing altogether nearly 3,000 cars, with an aggregate mileage of about 2,500 miles. Great ad-vance has been made in the development of electric locomotives for freight and pas-Benger service.

Successful Profit-Sharing. A few months ago Alfred Burdsal, who is a broad-gauged business man, took five of his clerks into a profit-sharing arrangement with him and the results have been highly gratifying. It has resulted in largely increasing the business, necessitating an increase in the force at the paint and varnish manufactory, and withal each member in the firm is receiving larger compensation for services in the establish-

Industrial Notes. The cerealine-works have increased their brick contract to 2,000,000 brick. Parties are negotiating for ground at

Brightwood for a lumber-yard and planing-The Cleaveland Fence Company is making improvements to its plant, putting in a new engine and boilers among other things.

Coffin, Fletcher & Co. have awarded the contract for their new smoke-houses, and have purchased 165,000 brick for the walls. During the week Chandler & Taylor shipped engines and boilers to eleven dif-

The Builders' Exchange has made its frooms much more inviting by putting in fifty high-backed chairs and other furni-

ferent States and a large engine to Gaute-

ture to match. The Baltimore Cable-road Company has given an additional contract amounting to some \$20,000 to the Indianapolis Frog and Switching Company.

Dean Brothers are getting up a large pump to be run by electricity, to be used in pumping water from the canal to the artificial fountain which is being constructed at Fairview Park.

The bids for the building of the new porkhouse were opened Saturday, but the awarding of the contracts was put off until to-morrow. It is said that the bids ranged higher than the estimates.

When the new pork-house is in operation the killing capacity of the pork-houses here will be 11,000 hogs a day, divided thus: Kingan & Co., 6,000; the new pork-house, 8,000; Coffin, Fletcher & Co., 2,000. Several agents are preparing to plat land in the vicinity of the ground on which the

new cerealine-works are to be erected. A number of lots have already been sold on the ground platted by George Stout. R. R. Rouse, of this city, has secured the contract to sink eight driven wells down to soft water in the city of Terre Haute. Two will be sunk for the Terre Haute car-

works, with a pipe eight inches in diam-It is stated that Brightwood would sesuburb furnish proper protection against fires. One of the drawbacks Brightwood has had always to contend with has been a

lack of fire protection. Ellis & Helfenberger will, this week, commence moving from their present quarters, which have become too limited, to their pew machine-shop and foundry, on South Mississippi street. They expect to be started up, with fifty men at work, by

The Indianapolis terra-cotta-works at Brightwood were on Saturday awarded the contract to furnish the terra-cotta-work for a new hotel to be erected in Nashville, Tenn. seven stories high, with a frontage of nearly three hundred feet, the terracotta-work on which will amount to nearly

The stone-workers have more contracts and larger ones than in any former year in the history of Indianapolis. In the new blocks and residences going up an un-usually large per cent. of the work is of etone, and most of it fine dressed work. At two of the yards the firms are working over one hundred men each.

Cleaning carpets by steam power is a growing industry here. There are now two establishments of this character here which have a capacity each to clean 2,000 yards of carpet a day, and eight months of the year they are kept busy. To do the work requires quite commodious buildings

and really novel machinery. The Indianapolis Cabinet Company has recently separated that department of their works devoted to the manufacture of built-up veneers from its regular desk work, and equipped a new factory especially for this class of work, and has been pushing this branch of the business energetically, so much so that it is now 500,000 feet behind its orders.

Seventy-five per cent. of the chairs, tables, desks, etc., are manufactured from oak, beech or maple woods. One chair factory uses over 2,000,000 feet of these woods annually. It is estimated that fully 6,000,000 feet of these descriptions of wood are used by the Indianapolis manufacturers each year. But little cherry and walnut are now being used, as compared with former years.

The Rockwood Manufacturing Company. which builds principally saw-mills and also manufactures the American paper pulley, reports business as excellent. From all parts of the country they are receiving orders for the paper pulleys, and they have recently shipped a number of saw-mills to the States of Washington. Texas and Mississippi. In the Southwest they have a large trade.

Haugh, Ketcham & Co. have commenced putting in the stone foundations for their new shops. When completed they will be double the size of the ones burned, and the company expects to employ 450 to 500 men. The work of putting up the buildings has been delayed somewhat awaiting a perfection of the title to five acres of ground purchased of the Peoria & Eastern Rail-

road Company adjoining their old grounds. Indianapolis is credited with having the bandsomest brick in its buildings of any city in the country. This makes it all the more difficult for foreign contractors to bid on work here. One of the brick mannfacturers relates this incident in connection with the erection of the Central-avenue church. A foreign contractor bid on the work, expecting to use brick of a foreign

\$1,200 extra to take out such brick and put in their place the handsome brick turned out by home brick-yards.

Grain-dealers here are feeling much en-couraged over the outlook for this class of business, as in the future Indianapolis is to become a large grain-consuming center. One of the larger dealers has been inquir-ing into the matter and finds that it will require 24,000 bushels of corn a day to supply the manufacturers of products made from corn when running to their capacity. This includes the starch-works as enlarged. C. J. Gardiner has commenced killing cattle to ship, dressed, to Eastern markets. This establishment is now slaughtering \$50 to 400 head of cattle a week. The Abattoir Company, which sells it meats largely in this market, is slaughtering about 250 head a week. It requires three thousand head of cattle a mouth to supply the Indianapolis market. This includes the dressed meats shipped in here from St. Louis and Chicago.

The local milling business seems to have received an impetus, and to be entering local millers have been handicapped since the enactment of the interstate-commerce law to such an extent that but for the other natural advantages possessed by this point they would have been practically shut out from all except local trade. This has not alone had a detrimental effect on the mills already located here, but has also prevented the location of new ones up to within a recent period. However, matters have assumed a more favorable aspect, and the effects of the improved condition are already noticeable.

Mr. Fred Prange has awarded Nordyke & Marmon Company the contract for his new mill, to be built on East Washington street, the building for which is now well under way. This mill, when completed, will have a capacity of 150 barrels per day, and embraces a complete rye-flour-mill, on the roller system, of fifty barrels capacity. The price received for this job is considerably in advance of that asked by furnishers from other points. They have also just completed and started a one-hundred-barrel mill for I. M. Thompson at Greenwood, ten miles south of the city, and have an order amounting to several thousand dollars for special machinery for the cerealine-mills, to be removed to this point from Columbus.

## SALE OF STREET-CAR LINES

Looking Up the Franchises in the Records Preparatory to the Transfer.

Purchasers Expected to Take Hold of the Property This Week-Shaffer Syndicate Buys the Broad Ripple Park.

New developments in the street-railroad deal point to the fact that it will be closed up Wednesday. Mr. J. C. Shaffer will return from New York to-morrow evening, and it is said that on the following day that portion of the transfer that has not already been made will be consummated. Dr. Cal Light, secretary of the Broad Ripple company, has not yet returned from New York, whither he was called last week by a telegram received from Mr. Shaffer. Secretary Light received his telegram the day before the Indianapolis Street-railroad Company filed its articles of incorporation. This fact is looked upon as being significant. One thing that maks it appear that something definite will take place in a day or so is what occurred yesterday. Two or three times during the day the clerk of Augstus L. Mason, attorney for the new company, made flying trips to Deputy Auditor Dora Johnson's residence, but failed to find him until along toward evening. Then both journeyed over to the auditor's office, and by the flickering rays of a gas light, went through a lot of mustylooking documents.

All the franchises and grants that have ever been made by the county to either the Citizins' Street-railroad Company or the Citizens' Street-railway Company, the name of the corporation when it was owned by the Johnsons, were gone over carefully. The object of Mr. Mason's clerk was to ascertain if all these grants and franchises had been made to the Citizens' street-railroad or street-railway company, as the case might be, their heirs and assigns. This was found to be the case, and the lawyer's clerk went away satisfied.

The Indianapolis Street-railway Com-

pany now knows beyond peradventure of a doubt that when it purchases the property and rights of the Citizens' Street-railroad Company it will also come into possession of all the franchises ever granted the latter company. This is pretty conclusive proof that the purchase contemplated is an out-and-out one, for if the Citizens' company directors were to re-tain a controlling interest it would not matter to those interested in the new company whether the franchises were granted to the old company, its heirs and assigns, or not. Whether a limited amount of time in which to transact a certain amount of business compelled the new company's attorney to look up the records yesterday evening, or whether it was done on that day from a desire to keep the matter from public, is not known.

It has just been ascertained that the Friday before Mr. Shaffer went to New York the Broad Ripple park, at Broad Ripple, was purchased from Mr. Buschman for \$7,-000 cash. Mr. Shaffer became one-third owner of the property. Mr. Shaffer would have no use for this park unless he expected to build an electric street-railroad to Broad Ripple. This fact, taken in connection with the filing of a certified eneck for \$10,000 with the County Commissioners and the \$1,500 in cash paid for filing the articles of incorporation of the Indianapolis Street-railway Company, is in itself conclusive evidence that the deal is to go

through. Last evening a Journal reporter talked to a gentleman who is in a position to know as much as any other man in the city about the deal. Said be: "Mr. Shaffer will return Tuesday evening and within a day or so thereafter, possibly the following day, the deal will be consummated. I know this to be a fact. The thing has gone too far now to fall through." "What connection has the Indianapolis

Street-railway Company with the Belknap-Shafter syndicate?" "Why, it is one and the same thing. Mr. Leonard, president of the T., P. & W. road, who appears in the articles of in-Indianapolis Street-railway Company, is a personal friend of Mr. Belknap, and they work together. It was a street on Saturday. work together. It was not the intention to make the filing of the articles public until the transfer had been made. They were filed in order that the transfer of the property of the Citizens' company might

be made in a legal manner." "What is this talk about bonds and about the Citizens' company still retaining "It is all bosh! The sale will be a bona fide one, and the property will pass entirely out of the hands of all the present owners, except, perhaps, Mr. Shaffer. One day last week a meeting was held in Chicago, at which Director Allerton was present. On the same day the directors met in Chicago. I wonder if anybody can tell me why President Frenzel took Secretary Anderson and attorney Winter to Chicago with him-There is only one reason that I can see. Secretary Anderson was taken there to sign papers in his official capacity." The street-railroad sale is the subject of a great deal of interest among people in general, not alone from the fact that it will involve about \$3,000,000, but because of the many changes it will bring about. The sentiment is general that the new company

Club Papers. To-morrow evening Charles W. Moores will read before the Century Club an essay on "Workingwomen." The meeting will be held in Parlor 5, Hotel Denison.

will build a complete electric system as

soon as it can be done.

Prof. A. B. Milford, professor of English literature at Wabash College, will read a paper entitled "The Epic of Beowult," before the Indianapolis Literary Club tonight. The occasion has been made, by vote of the club, a ladies' night.

Do not madly risk consumption when a few drops of Hale's Honey of Borehound and Tar will inevitably care coughs, colds, catarra, it trustees of the church were not satisfied awful malady. Sold by all druggists. and were obliged to pay the contractor | Pike's Toothache Drops cure in 1 minute.

## FREIGHT MEN ARE HOPEFUL

Looking for an Improvement in Business, Which Is Not as Good as Wished.

Further Falling Off Last Week in East-Bound Shipments Over Indianapolis Lines-Traffic Manager Murray's Action Indorsed.

The train records show that 573 fewer loaded cars were received and forwarded at Indianapolis in the week ending April 16 than in the preceding week, and as compared with the second week in March, this year, 1,770 fewer cars. | East-bound shipments of grain to New England and New York are up to the usual April average, but export upon a new era of prosperity. Owing to up to the usual April average, but export discriminations in the matter of freights, business is flat, but little wheat or flour going forward for export, and empty cars are accumulating on side-tracks. Freight men, however, are looking for some improvement this week, basing this expectation on the fact that there is increased inguiry and orders for cars to load, largely at Illinois points. With the lighter business east bound there has been a decrease in tonnage moving West, until the movement in opposite directions is about evenly divided. The St. Louis division of the Big Four last week forwarded from this point 757 and brought in 648 loaded cars, the Vandalia 879, brought in 860 loaded cars; the Pennsylvania line forwarded East from here 757 and brought in 808 loaded cars; the old Bee-line division of Big Four forwarded 911 and brought in 915 loaded cars, and, what is somewhat singular, the loaded-car movement in both directions with the north-andsouth lines is nearly the same. Westbound business for the next few weeks will likely be made up more of the lowerclass freights, the shipments of dry goods and the higher-class freights now being lighter than for the last eight weeks. It is noticeable that there is a brisk demand for cars to load for the Southwest and Pacific coast points with machinery, furniture, carriages, etc., the rates now being favorable to forwarding them, and the companies providing cars better adapted to such traffic than in former years. No one questions that some of the lines are considerawest-bound rates to points this side of the Mississippi, but to points beyond the river little of this business can be carried on, as roads west of the river will not share in any cut the Eastern lines may indulge in. Cases could be men-tioned where the initial Eastern road has gotton but little out of carrying business so arbitrary are the Western lines in this respect. North-and-south roads are doing nicely; their business is largely local in its character. In all directions local business is at a maximum; rates are being held in a manner which yields good revenue to the respective companies. Below is given the number of cars received and forwarded at this point for the week

Name of Road.	Loaded cars, 1892	Loaded cars, 1891.	Loaded cars, 1890
L., N. A. & C., Air-line	413	382	-338
I D & W	412	286	386
C., H. & D. (Ind'p'l's div.	841		782
L. E. & W	602	508	584
(I. & V			44
I I amiatta d		900	
Penn'a lines Chic'go d			508
Ind'a'pisc		1,443	1,436
Peoria & SEast di			720
Eastern Westdi		1,264	744
(Chicago di	v 1,953		1,949
Big Four   Ci'c'n'atidi	v 2,704	2,680	2,665
lines   St. Louis di	v 1,385	1,586	1,85
Crv'rnd di	v 1,826	1,533	
Vandalia	1,739	1,803	2,01
Totals			
Empty cars	4,308	4,210	4,11
Total movement	22,043	21,804	21,767

Murray's Action Meets with Approval,

The threat of Oscar Murray, traffic manager of the Big Four and the Chesapeake & Ohio roads, to withdraw from the Central Traffic Association, still excites a good deal of comment, and most of it is to the effect that he was justified in going as far as he did. Knowing that competitors of the Big Four were cutting grain rates, he proposed a reduction of the quoted tariff rate, 25 cents per 100 pounds, Chicago to New York, to 20 cents per 100 pounds, and that rates from other points be put on a proportionate basis. This was opposed by a majority of the Chicago roads. A Pennsylvania official says Mr. Murray, at the head of a quartet of representatives, walked out of the commissioners' room in a manner which was a general surprise, but the Pennsylvania official is inclined to the belief that the matter will be fixed up and that there will be no disruption of the Central Traffic Association. Mr. Murray is placed in a peculiar position; one of the lines of which he is traffic manager, the Big Four, is a member of the association, while the Chesapeake & Onio is not, so that he is between the devil and the deep ses, said the official. What he did was on his own responsibility. He is not paid \$15, 000 a year to take advice from anybody, and he rightfully thinks that the powers that employ him are willing to back him will be of advantage to the roads of which he is traffic manager.

Roads in Indiana, Ohio and Illinois. Below are given some interesting comparisons, showing earnings of roads in this territory for the first week of April and the first week of March, this year, and the earnings the corresponding first week in

April, 1891:			
	1st week	1st week	1st week
		of March	
	1891.	1892.	1892.
Evans. & Indianap's	\$5,565	\$6,917	\$6,283
Evans. & Terre H'te	20,944	22,444	23,294
Louis., Ev. & St. L	28,076	30,103	30,318
Peoria, Dec. & Ev	15,063	16,902	14,466
Tol., St. L. & K. C	32,735	38,958	33,781
Wheeling & L. E	25,334	22,389	27,641
Wabash		246,000	235,000
Chicago & East. Ill	76,300	82,693	75,100
Ohio River		12,125	12,625
Lake Erie & Western		61,244	55,516
Louis., N. A. & Chi	45,842	54,144	58,298
Chi., Peoria & St. L	16,855	26,346	21,478
	\$552,177	\$620,265	\$593,800
Increase over April, Decrease from Marc	1891 h		\$41,623 26,465

Personal, Local and General Notes. Charles Neilson, general superintendent

H. V. Luyster, a passenger conductor, has been appointed traveling passenger agent for this territory for the Denver & Rio Grande road, vice L. P. Eveland. It is stated that the surveyors have located the line of the Atlantic & Pacific, the newly projected road from ocean to

and Sauces, by

delicate flavor.

Dr. Price's Delicious

Stand Alone.

It is a fact which can be proven by a single trial,

that the flavor given to Cakes, Puddings, Creams

Flavoring Extracts,

are as natural as the fruit, and are as much unlike,

in delicate flavor and strength, the cheap extracts,

as can possibly be imagined. In these respects

they stand alone in the market. Dr. Price's Vanilla

is a year old before it is bottled and offered for

sale. Age softens and develops its fine and

the line will be fifty miles shorter than

that of the Lake Shore. E. P. Lord, superintendent of motive power of the Big Four lines, was in the city yesterday. The contracts for the new engines have not yet been awarded.

F. D. Casanave, superintendent of motive power of the Fort Wayne shops of the Pennsylvania Company, who has been quite ill for ten days, on Saturday was much bet-

E. O. McCormick, general passenger agent of the Cincinnati, Hamilton & Dayton lines, continues to improve, the report on Saturday that he was much worse being The trustees of the syndicate which pur-

chased the Lafayette car-works will at once put the machinery in working order, and if unable to dispose of the works, prepare to begin to build cars.

Thomas Adams, a supervisor on the Baltimore & Ohio road, died on Saturday. He had been in the employ of this company thirty-nine years, commencing when thirteen years old as water boy on trains.

Thomas Noonan, general manager of the Central States Dispatch, expects to soon be able to announce that his line is also a New England line, as it operates over the Philadelphia & Reading road, which has leased the Pennsylvania, Poughkeepsie & Boston road, which gives the P. & R. one of the most direct lines from New England to the

The coal and coke-dealers of Cleveland have won one of their demands from the Car-service Association. The dealers are given forty-eight hours to re-card cars of coal or coke to be reshipped, the fortythe consignee's receiving his freight; or, in other words, the dealer can hold the car for ninety-six hours, providing it is reshipped without unloading.

Superintendent Galloway, of the Indianapolis division of the Cincinnati, Hamilton & Dayton, has examined 105 of the train employes on this division on the new book of rules, and found fourteen were not up to standard. They were sent home to become better posted as regards the rules and then return for a second examination. Superintendent Galloway says be was surprised to see with what readiness some of those whom he supposed were the most mefficient in the company's service answered the numerous questions correctly, while some of those he thought the most competent were badly off in their answers.

The directors of the Lake Erie & Western road will meet in New York to-day, and it is expected the dividends on preferred stock will be increased to 5 per cent., or 1'4 per cent. quarterly. An official of the company states that "the earnings last year amounted to nearly 9 per cent. on the preferred stock, and the earnings this year are even better. The directors have taken the conservative course in keeping dividends well within the earnings, but are inclined to meet the views of the stockholders in paying out more money in dividends. The largest individual stockholder of the company is Mr. Calvin S. Brice, who, with his immediate friends, easily control the property. The property is desired by other companies for its valuable connection."

A. M. Mozier, who, since Sept. 1, has been superintendent of the Chicago & Erie division of the Erie system, to-day takes his old position as superintendent of transportation of the Erie lines, and the Chicago & Erie is taken in as a division of the Erie system proper. The eastern division extends from Marion, O., to Huntington, Ind.; the western division from Huntington, Ind., to Chicago. The former division will be under the superintendency of C. C. Reynolds, with headquarters at Huntington; the Chicago division under G. A. Coe, with headquarters at Chicago. Mr. Reynolds was formerly on the Indianapolis & St. Lovis road, but for some years past has been superintendent of transpor-tation of the Buffalo division of the Erie

WAS A PIONEER MERCHANT.

Death of Daniel W. Noble, a Prominent Figure in Indianapolis Forty Years Ago.

Daniel W. Noble, a prominent farmer of Perry township, notice of whose death appeared in yesterday's issue, was early identified with the interests of this city. He was born in Lanesboro, Mass., Feb. 14. 1808. When but a lad about seven years of age his father removed to Genesee county. New York. He walked through with the wagons, helping to drive the cows. From a boy he had always been industrious, economical and thoroughly reliable. He worked by the month, saving enough from his wages to embark in business for himself when a young man. From 1834 to 1836 he resided in Whiteford, Mich; 1836-37 in Boston, Mass.; 1837-40 in Cincinnati, O., and 1840-48 in Dayton, O. During these years he was engaged in the book business. In 1848 he removed to this city, opening In 1848 he removed to this city, opening a book store in Temperance Hail, an old-fashioned two-story brick building standing on the north side of Washington street, next to the alley east of Illinois street. At this time he resided on the northeast corner of Ohio and Illipois streets, which was then on the outskirts of the city. His book business he finally sold to the father of Col. Samuel Merrill. After this he was associated with Mr. Pratt. David Kregelo and others in the first planing-mill in the city, situated on the site of the Enterprise Hotel, on Massachusetts avenue, between Alabama and New Jersey streets. In December, 1854, he removed to his farm on the Madison road, in Perry township, where he has since resided. His faithful wife, nee Harriett M. Blood. whom he married in Dayton, O., Sept. 8, 1840, survives him. He was thoroughly conscientions in all things. Though raised a Democrat, he left the party at the time of the slavery agitation, and had since been

an earnest Republican. He furnished three boys who helped in putting down the re-bellion. Edwin W., served in Company D. Twenty-sixth Indiana, and received a wound in the battle of Prairie Grove, Ark., from which he died in 1871. Charles H. served in Company K. First Indiana Cavalry. He is at present captain of Company A. Sixteenth Infantry, United States army, stationed at Fort Douglas, Utah. Cyrus B. served in Company A, One hundred-and-thirty-second Indiana. These two, with his younger sons, Frank W. and Daniel W., survive to mourn the loss of their father. ANNOUNCEMENT.

A NNOUNCEMENT - NOTICE TO PAPER-hangers-Come ail to Cottage Hotel, 130 South Illunois street, Monday and Tuesday and examine Mark's Wall-paper Cutters or Pinless Shears. A perfect butt-edge trimmer. Sixty folls per day. Wears a lifetime.

FOR SALE-MISCELLANEOUS. L'OR SALE - LADY'S BICYCLE.

CUSHION TIRE, "RAMBLER."

Used only three months. Address A 20, Journal.

WANTED-PARTNER. WANTED - PARTNERSHIP. A PRACTICAL and experienced monumental man wants a good man to engage with him in the monumental bustocean, across northern Indiana, and that ness in Indianapolis. Address H. C., Journal office,

Is highly gratified with Hood's Sarsaparilla. He was badly run down, had no appetite, what he did eat caused distress and he felt tired all the time. A few bottles of Hood's Sarsaparilla effected a marvellous change. The distress in the stomach is entirely gone, he feels like a new man, and can eat anything with old-time relish. For all of which

A OF its wonderful bloodpurifying powers: "C. I. Hood & Co., Lowell, Mass.: "Gentlemen: I have had salt rheum for a number of years, and for the past year one of

medicine for a long time with no good results, and was at one time obliged to walk with crutches. I finally con-cluded to try Hood's Sarsaparilla, and before I had taken one bottle the improvement was so marked that I continued until I had taken three bottles, and am now better than I have been in years. The Inflammation has all left my leg and it is entirely healed. I have had such benefit from

Hood's Sarsaparilla that I concluded to write this voluntary state-

HOOD'S PILLS acteasily, promptly and efficently on the liver and bowels. Best dinner pill.

An Extended Line in

EFFECTS,

POLKA SPOTS,

Including Novelties

in Printed, White

and Gold figures, at

MURPHY,

(Selling Agents in this market for above

and other leading

Exclusively.)

Stocks complete in

Lowest prices al-

manufactures.

(Wholesale

all departments.

ways a certainty.

HIBBEN

interesting prices.

HEMSTITCH,

FIGURES.

PLAIDS,

STRIPES,

LACE

BROCADE

TICEET OFFICES at Station and at corner Illinois and FROM INDIANAPOLIS TO Columbus, Ind., and Louisville \* 3.40 am \*10.50 pm Philadelphia and New York ... \* 4.45 am \* 9.00 pm Dayton and Springfield. Madison and Locisville. Payton and Springfield...... 3.00 pm \*12.45 pm Knightstown and Richmond... 4.00 pm 1 9.00 am Columbus, Ind., and Louisville 4.00 pm \*11.10 am Martinsville and Vincennes... 4.05 pm 110.55 am

he thanks and

arch cordially recommends Hood's Sarsaparilla. It is very important that during the months of March April May the blood should be thoroughly purified and the system be given strength to withstand the debilitating effect of the changing season. For this purpose

Hood's Sarsaparilla possesses peculiar merit and it is the Best Spring Medicine. The following, just received, demonstrates

my legs, from the knee down, has been broken out very badly. I took blood

ment." F. J. TEMPLE, Ridgeway, Mich.

Officer A. H. Braley of the Fall River Police

Leave for St. Louis, 8.10 a.m., 11.50 a.m., 12.55 p.m., 11:00 p.m. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on 11:00 p.m. train. Greencastle and Terre Haute Acc., leaves 4:00 Arrive from St. Louis 3,30 a.m., 4.15 a.m., 2.50 p.m., 5.20 p.m., 7.45 p.m. Terre Haute and Greencastle Acco. arrives at Sleeping and Parlor cars are run on through

Union Station.

MONON ROUTE! The Vestibuled PULLMAN CAR LINE Leave Indianapolis. No. 32-Chicago Lim., Pailman Vestibuled coaches, parlor and dining car, daily ..... 11.35 am Arrive in Chicago 5.20 pm.

No. 34—Chicago Night Ex., Pullman Vestibuled coaches and sleepers, daily...

Arrive in Chicago 7.35 am. No. 38-Monon Acc .. Arrive at Indianapolis. No. 31-Vestibule, Gally. No. 33-Vestibule, daily. 10.40 am Ticket Offices-No. 26 South Illinois street, and at



Sunday Journal, by mail, \$2 a Year

NONPAREIL

= BLACK=

Warranted the best FAST BLACK in the World



Will not crockfor changecolor from water or sun

GUARANTEED ABSOLUTELY FAST

SOCIETY NOTICES MASONIC-MYSTIC TIE LODGE, No. 398, F. and A. M. Special meeting in Masonic Temple at 7:30 o'clock this evening, for work in first degree. Visiting brethren will be cordially welcomed CHAS. P. LESH, W. M. WILLIS D. ENGLE. Secretary.

WANTED-MISCELLANEOUS. WANTED - UPHOLSTERERS TO STAY WANTED-A NO. 1 SOLICITOR FOR BUILD-ing Association for Marion county and State at large. Address R. S. L., Journal office.

WANTED-EXPERIENCED MEN FOR BACK knife and gauge lathes, shapers and band saws, in chair factory. Address P. O. Box 56, Kankakee, Ill. WANTED - LADY STENOGRAPHER AND type-writer, one that has used Caligraph and has some knowledge of book-keeping preferred. Address in your own hand-writing, stating salary wanted, DR. N. C. DAVIS CO., Frankfort, Ind.

FOR SALE-REAL ESTATE. FOR SALE-11 WOODRUFF PLACE, WEST drive, 10-room house and stable; all modern conveniences, including natural and artificial gas, furnace, hot and cold water, etc. Apply at residence. FOR SALE-AT A BARGAIN-LOTS 9, 10, 11, 12 and 14, South Meridian Street, in McCarty's subdivision, and lot 105 in D. and T. subdivision, indianapolis. For particulars address DAILY JOURNAL, Springfield, III.

REAL ESTATE-SEVERAL VALUABLE BUSsplendid residences to suit almost anybody, and choice vacant lots in all parts of the city and its sub-urbs at a bargain; also fine farms within short dis-tance from the city, cheap. Please call and see me. A. ABROMET, 444 N. Pennsylvania street. FOR SALE - THAT ELEGANT TWO STORY Portok residence, No. 512 North Meridian street, lo rooms, cellar, cistern, well, stable, natural and artificial gas, bath-room complete, hot and cold water, fine grates and mautels, choice shade trees, lot 62 2x210, east front, strictly down town residence. Can be bought at a big bargain on liberal terms. Now is your chance to secure first-class home for very little money. W. E. MICK & CO.,

FOR RENT-HOUSES. FOR RENT-FIRST-CLASS, 8-ROOM HOUSE, bath, water-close', gases, water and fornace. Electric line, 568 East Washington, C. ZIMMER-

STRAYED OR STOLEN. OTRAYED OR STOLEN-GRAY AND SORREL O mule team, from lot adjoining our factory, South West street. A liberal reward for their return. I. HUNT, Hunt Scap and Chemical Company. FINANCIAL.

LOANS - MONEY ON MORTGAGES. C. F. SAYLES, 75 East Market street. MONEY TO LOAN, 6 PER CENT. HORACE MCKAY, Room 11, Talbott & New's Block. SIX PER CENT. ON CITY PROPERTY IN SIndiana. ISAAC H. KIERSTED, 13 Martindale LOANS MONEY ON WATCHES, DIAMONDS, jewelry, without publicity. CITY LOAN OF FICE, 57 West Washington street. MONEY TO LOAN ON FARMS AT THE LOW-est market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street, Indianapolis.

BUILDING AND LOAN ASSOCIATIONS. SAVINGS AND LOAN-PLYMOUTH SAVINGS opposite Postoffice, Non-serial plan Limited pre-iniums. Good and safe investment for funds. Has paid 10 per cent, annually. Withdrawals without loss, Send or call for circulars. Office open Satur-day evening and all business hours of the week. BUILDING AND LOAN-THE ROYAL SAV-Market street, Saturday evenings. Shures, \$200. Weekly dues, 55 cents. Entrance fee, 50 cents. No back dues. Can pay during the week. In case of death of a shareholder who has been a member one year, the par value of the shares is 1 a d from a reserve fund. If a borrower, the mortgage will be canceled. Dividends every as your transfer. canceled. Dividends every ax months, Faid-u shares issued on which divided is are paid in cash every six months. HOWARD KIMBALL, Secretary.

BUSINESS DIRECTORY

SAWS AND MILL SUPPLIES. ATKINS E. C. & CO., Manufacturers and Repuirers of CIRCULAR, CROSS OUT, BAND, and all other Belting, Emery Wheels and Milisupplies.
Illinoissireet, onesquare south DA
Union Station. IIIO BELTING and EMERY WHEELS,

W. B. Barry Saw & Supply Co., 182 & 124 S. Penn. st. All kinds of Saws repaired. Nordyke & Marmon Co. [Estab. 1351.] Founders and Machinists Milland Elevator Builders, Indianapolis, Ind. Roller Mills, Mill - Gearing. Belting. Rolling. cloth, Grain-cleaning Machinery, Middlings puriflers, Portable Mills, etc., etc. Take street-cars for stock-yards. MILL SUPPLIES AND OILS
Circular Sawa, Beiting, Emery Wheels, Files, Wood
and Iron Pulleys, Oil Cups and Greases.
Telephone 1332. THE MILLER OIL CO.

SAFE DEPOSITS. SAFE-DEPOSIT VAULT

Absolute safety against Fire and Burglar. Finest and only Vault of the kind in the State. Policeman doy and 1 ight on guard. Designed for the safe-keeping of Money, Bonds, Wills, Deeds, Abstracts, Silverplate, Jewels, and Valuable Trunks and Packages,

S. A. Fletcher & Co. Safe-Deposit. John S. Tarkington, Manager.

OCCIDENTAL HOTEL, OCCIDENTAL HOTEL, Best \$2.s.day house, and the most centrally located in the city. Diagonally opposite the Bates House. Patronage solicited. S. T. DOUTHIRT, Proprietor, Indianapolis, Ind.

UPPER FACTORY. - Upper Factory

Have your worn-out Gores replaced in Congress Shoes for 75c. at T. D. CHANDLER'S Upper Fac-ory, Room 13, Yohn Block. BOOTS AND SHOES, FRANK E. BROWN,

Successor to G. W. Brown, third door east of Courthouse, 156 East Washington street, N. F. DALTON & CO., Dealers in Lumber, Sash, Doors, Blinds, Shingles, Lath, Fence Posts, etc., South Noble and East Wash-

Boots and Shoes,

ington streets. TYPE-WRITERS.

REMINGTON Typewriter & Stenographers' SUPPLIES.

Machines Rented. WYCKOFF, SEAMANS & BENEDICT, Tel. 451, Indianapolis House: 34 East Market St.